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REPORT

OF THE

BOARD OF MANAGERS

OF THE

LEHIGH COAL & NAVIGATION COMPANY

TO THE


STOCKHOLDERS.

FEBRUARY 23, 1875.

PHILADELPHIA:

WM. MANN, PRINTER, 529 MARKET STREET.

1875.



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1875.

At an election held February 23, 1875, the following named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year :

President,

E. W. CLARK.

Managers :

FRANCIS R. COPE,

PHILIP C. GARRETT,

FRANCIS C. YARNALL,

CHARLES WHEELER,

FISHER HAZARD,

GEORGE WHITNEY,

CHARLES PARRISH,

ALEXANDER BIDDLE,

JAMES M. WILLCOX,

JOHN LEISENRING,

SAMUEL THOMAS.

OFFICER ELECTED BY THE BOARD OF MANAGERS:

Secretary and Treasurer,

SOLOMON SHEPHERD.

REPORT.

The Board of Managers respectfully submit their report for the year 1874, as follows, viz.:

Revenue from railroads,	\$1,128,433 83
Revenue from Nesquehoning tunnel tolls,	25,703 72
Revenue from canal,	200,000 00
Revenue from coal lands,	500,000 00
Net profit on real estate sold,	19,395 74
Miscellaneous receipts,	58,788 02

TOTAL, \$1,932,321 31

Less general expenses,	\$70,033 00
Rent and taxes Nesquehoning Valley Railroad,	139,100 00
Interest account,	827,218 75
Taxes chargeable to landed property and im- provements,	12,328 81
Taxes on dividends,	37,862 06
Sinking fund of 10 cents per ton on 572,469.18 tons of coal,	57,246 99
Three dividends of 2 per cent. each,	585,803 00
	<hr/> 1,729,592 61

Balance credited to dividend fund,	\$202,728 70
Add previous balance,	512,536 30
	<hr/>
Balance to credit of dividend fund, December 31, 1874,	<u>\$715,265 00</u>

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1873, was as follows, viz. :

	1873. TONS.	1874. TONS.
From the Wyoming region,	1,812,021	1,519,828
From the Upper Lehigh region,	200,381	221,193
From the Hazleton region,	207,723	233,003
From the Beaver Meadow region, <i>via</i> Nesq. V. R.R.,	346,752	420,871
From the Beaver Meadow region, <i>via</i> L. V. R. R., .	53,594	57,983
From the Mahanoy region, <i>via</i> Lehigh Valley R.R.,	20,891	44,013
From the Lehigh region (L. C. and N. Co.'s lands),	523,071	571,945
From sundry shippers,	11,847	2,651
TOTAL,	<u>3,176,280</u>	<u>3,071,487</u>

Distributed as follows :

	1873. TONS.	1874. TONS.
Delivered east of Mauch Chunk by railroad, . . .	2,062,878	1,958,234
Delivered east of Mauch Chunk by canal,	736,252	792,783
Consumed along the line above Mauch Chunk, . .	85,591	101,441
Delivered to connecting lines above Mauch Chunk, .	248,414	155,843
Delivered to Lehigh Valley railroad at Packerton, .	25,054	30,095
Increased stock at Hazardville,	18,091	33,091
TOTAL,	<u>3,176,280</u>	<u>3,071,487</u>

Decrease, 104,793

Of the foregoing tonnage there was shipped by the Lehigh and Wilkes-Barre Coal Company, 2,284,966.06 tons.

The total production of that Company was

	TONS.
Of their mines in the Wyoming region,	1,367,159.18
Of their mines in the Beaver Meadow region,	525,788.14
Of their mines in the Lehigh region (L. C. & N. Co.'s lands),	572,617.09
TOTAL,	<u>2,465,566.01</u>

Which was disposed of as follows, viz. :

	TONS.
Shipped <i>via</i> Lehigh and Susquehanna railroad,	1,850,185.07
Shipped <i>via</i> Lehigh Canal,	434,780.19
Shipped <i>via</i> Lackawanna and Bloomsburg railroad,	87,103.07
Shipped <i>via</i> Lehigh Valley railroad,	67,036.17
Shipped <i>via</i> Wyoming canal,	4,047.00
Sold at the mines,	22,412.11
TOTAL,	<u>2,465,566.01</u>

RAILROAD.

The gross receipts of the Company's railroad during 1874, as compared with 1873, were as follows :

	1874.	1873.	Increase.	Decrease.
Passengers, . . .	\$183,158 83	\$161,647 09	\$21,511 74	
Freight,	359,167 57	384,275 53	\$25,107 96
Coal,	2,842,975 07	2,904,988 27	62,013 20
TOTALS, . . .	\$3,385,301 47	\$3,450,910 89		\$65,609 42

L. C. and N. Co.'s

proportion, . . \$1,128,433 83 \$1,150,303 63 \$21,869 80

The lessees have rendered bills for construction work done during the past year amounting to about \$500,000, of which about \$300,000 is for second track, and the remainder for sidings, buildings, etc. The accounts have not as yet all been approved, so that the exact amount cannot be stated.

There are now $41\frac{1}{2}$ miles of double track completed, leaving 42 miles between the head of the Wilkes-Barre planes and Easton, on which but a moderate amount of work has been done. The lessees have been authorized by us to double track the road between the points named as rapidly as the business demands.

The cost of construction work is advanced by the lessees and we pay interest at the same rate as the dividends on our stock, with the right to refund the advance at our convenience, but payment cannot be demanded of us. We paid during 1874 out of the proceeds of the sale of our Wyoming coal lands, and as a condition of the sale, \$750,000, on account of advances made on construction account. We sold to the Central Railroad Company of New Jersey, in June, 1874, the superstructure, machinery, equipment, etc., of the Mauch Chunk and Summit Hill Railroad for the sum of \$75,242.12, which was credited to us, by agreement, on construction account.

The balance of this account, December 31, 1873, was	\$840,000 00
Paid on account as above,	825,242 12
	<hr/>
	\$14,757 88

To this must be added the amount expended since December 1, 1873.

We are under no obligation to pay the amounts of money advanced for construction work at any definite period, but it may be for our interest to make payments on account from time to time. The Managers have under their control the unissued portion of the convertible loan due in 1882, and can sell a part of that loan, or the stock resulting from the conversion of the loan, when money is needed for payments on construction account, or for other purposes; or they can provide for the Company's wants by the sale of consolidated mortgage bonds.

CANAL.

The Central Railroad Company of New Jersey were very fortunate in having no extraordinary repairs to make to the canals during the first year of their contract for maintaining and operating them. There were no interruptions whatever to navigation during the year. The coal transported amounted to 792,783.07 tons, an increase of 56,531.14 tons over the previous year.

COAL.

The lessees of our Lehigh coal property report that they mined during 1874, 572,469.18 tons of coal, of which 68,186.10 tons was pea and buckwheat.

The lessees paid and charged to us a minimum rent of	\$500,000 00
And credited $58\frac{15}{100}$ cents royalty on 572,469.18 tons	332,894 35
Leaving our account charged with	\$167,105 65
as royalty paid in advance.	

The results of the Company's business during the past year are very satisfactory in view of the depressed condition of the coal and iron trades. But for this depression the revenue derived from our railroads would have exceeded the estimate of \$1,200,000 made at the beginning of the year. The Lehigh and Wilkes-Barre Coal Company was prepared to mine a much larger amount of coal than during the previous year; and the lessees of our railroads had the ability to transport the proposed increase, but it could not be sold.

Our earnings are largely dependent on the price of coal and the demand for it. The amount we are to receive for the use of the Lehigh Canal is a fixed sum of \$200,000 per annum, but the rent of the railroads is one-third of their gross receipts, which are derived principally from the transportation of coal. The charge for transportation is regulated by the price at which the coal is sold, so that the amount of our largest item of revenue is directly dependent on the condition of the coal market, as is also to some extent the future revenue from our coal lands.

In the railroad lease there is no minimum rental, but the lessee of the Lehigh coal property must pay at least \$500,000 a year under any circumstances. The settlement of accounts between the companies, however, is on the basis of a royalty of 21 per cent. of the price realized at Mauch Chunk from the sales of the coal, so that both quantity and price will in the end regulate the amount of revenue we shall receive, which will no doubt in a few years materially exceed the minimum. If the royalty on the coal mined does not in any year amount to so much as the rent paid under the minimum clauses, the excess paid may be reserved by the lessees in future years, without interest, from any excess accruing to us over the minimum. During 1875 and 1876 we are not likely to receive over \$500,000 a year. In 1877 900,000 tons must be paid for, and, if the price is not less than at present, the rent paid will exceed \$500,000. In 1878 and every year thereafter one million of tons must be paid for. To insure the mining of this large amount of coal, and to provide an excess from which to recover royalties paid in advance, the lessees must make such additional improvements as will enable them to send to market during the active season 110,000 to 120,000 tons per month. As the lessees are by contract to pay the taxes, and the improvements are all to be made by them at their own cost, the revenue from our mines is subject to no deduction but such as we may think it right to reserve as a sinking fund to cover the gradual exhaustion of the property. The Board has fixed this at 10 cents per ton.

The foregoing reference to the provisions of our leases and contracts has seemed to the Board to be required, as the character of these agreements has been misunderstood by some stockholders. There is no guarantee of a certain rate of dividend on our stock, but the leases of our railroads and coal property are on terms that give us an interest in the business, which means, in the case of the railroads at least, diminished revenue in dull years, as well as increased revenue in prosperous years. We can make no exact estimate of future revenue, but the Board, after considerable thought given to the subject, stated in the last annual report that "dividends may with propriety be resumed at an early date at 8 per cent. per annum with a prospect of an increased rate before many years."

The experience of the working of our contracts during the past year has confirmed the Board in the opinion that dividends of 8 per cent. per annum may be regularly paid out of our income, and that after two or three years there will be a sufficient increase of revenue to warrant the payment of larger dividends. The Managers entertain no doubt as to this increase. The enlarged production of our mines will not only yield us increased revenue from that source, but will give additional business to our railroads. With a general revival of business will come increased railroad receipts from passengers and general freight, and a larger demand for coal, of which the Lehigh and Wilkes-Barre Coal Company are prepared to increase their shipments very largely. When the revival comes the value of the percentage feature of our leases will appear.

The Company, while no longer in active business, has so large an interest in the results of the management of its lessees, as to render it necessary to be at all times well informed as to their business, and to take such part in negotiations and settlements as is authorized by the contracts. We must necessarily be parties to negotiations for the extension of our railroads into new fields, and we have a direct interest in any new business which we can influence to the roads.

We made during the past year a contract for the purchase, at about \$700 per acre, of a tract of 175 acres of coal land lying between our Lehigh and Greenwood tracts, and when the purchase is consummated we shall own all of that part of the first anthracite coal field which lies east of the Little Schuylkill River, being one compact body of over 7400 acres of coal land.

The floating debt, which has been for years a source of great anxiety and danger to the Company, is all provided for. The Lehigh and Wilkes-Barre Coal Company paid us during 1874 all but one million dollars of the balance due on purchases of real and personal property. The payment was in money and not in the bonds named in the contract of sale. Of the remaining one million they have paid \$692,683.34 since the first of January, and the balance will be paid on or before the first of July. To provide for the remainder of the floating debt we have sold one million dollars of our consolidated seven per cent. bonds and with the proceeds we are paying our temporary obligations as they mature.

The By-Laws adopted by the stockholders in 1822 were amended from time to time until 1837, and appear to have remained unchanged since then. Many of them referred to the details of business as conducted at that early period and are inappropriate and inoperative now. Only a part of them were ever printed, and as there is some uncertainty as to what are still in force, the Board recommend the stockholders to repeal all of them and to adopt a new series.

The old By-Laws provide as follows: "None of the foregoing articles shall be altered or amended except at a meeting of the stockholders, to be held after fifteen days previous notice that alterations of the By-Laws are to be considered, and after such alteration or amendment shall have been proposed at a previous meeting."

In conformity with this provision, amendments will be proposed at this meeting and a special meeting will be called on the 11th of March to act upon them.

The first article repeals all By-Laws heretofore adopted. The new series which follows has been carefully considered by, and is satisfactory to, the Board of Managers, and printed copies are presented at this meeting for the consideration and examination of the stockholders during the interval between now and the special meeting.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK,
President.

S T A T E M E N T A.

BALANCE SHEET IN DETAIL OF THE LEHIGH COAL AND NAVIGATION COMPANY, JANUARY 1, 1875.

DR.		CR.	
Lehigh and Susquehanna Railroad Construction and Branches,.....	\$13,046,208 81	Capital Stock,.....	\$9,949,900 00
Lehigh Navigation and Shipping Pockets,.....	3,000,000 00	Loan of 1877,.....	\$762,779 18
Shipping Improvements—Hazardville,.....	99,056 71	Loan of 1882 (Convertible),.....	132,550 00
Coal Lands and Improvements—Lehigh Region,.....	7,889,609 32	Loan of 1884,.....	5,441,840 84
Landed Property and Improvements,.....	852,521 54	Loan of 1894 (Convertible Gold),.....	836,500 00
Canal Boats,.....	80,152 28	Loan of 1897 (Gold),.....	4,757,000 00
Contingent Fund,.....	295,517 47	Loan of 1897 (Railroad),.....	2,000,000 00
Bills Receivable,.....	\$10,132 17	Loan of 1911 (Consolidated Mortgage),.....	66,000 00
Bonds and Mortgages,.....	85,384 08	Greenwood Mortgage Loan, due February 1, 1892,.....	770,000 00
Ground and Water Rents,.....	172,434 54	Greenwood Mortgage, due October 1, 1877 (L. S.),.....	140,000 00
Cash on hand,.....	267,950 79	Bills Payable,.....	14,906,670 02
Gold Loan, 1897, assumed by Central R. R. of N. J.,....	152,145 61	Central Railroad of New Jersey, due for Construction Work,.....	2,027,805 00
Gold Loan, 1897, assumed by L. & W. B. Coal Co.,.....	\$2,310,000 00	Ground Rents, Mortgages, and Dowers,.....	282,589 69
Gold Loan, 1894, assumed by L. & W. B. Coal Co.,.....	500,000 00	Profit and Loss, Old Account,.....	65,250 67
Lehigh and Wilkes-Barre Coal Co., balance due	836,500 00	Dividend Fund,.....	2,587,304 14
on purchase of Coal Lands,.....	3,646,500 00		715,265 00
Balance of Individual Ledger.....	1,000,000 00		
	205,121 99		
	\$30,534,784 52		\$30,534,784 52

C. F. HOWELL, Auditor.

STATEMENT B.

EARNINGS OF LEHIGH AND SUSQUEHANNA RAILROAD FOR YEARS 1873 AND 1874.

MONTHS.	PASSENGERS.		FREIGHT.		COAL.		TOTALS.		L. C. & N. CO.'S PROPORTION.	
	1873.	1874.	1873.	1874.	1873.	1874.	1873.	1874.	1873.	1874.
January.....	\$8,883 37	\$9,204 38	\$27,372 16	\$24,356 32	\$185,616 10	\$59,805 78	\$221,871 63	\$93,366 48	\$73,957 21	\$31,122 16
February.....	7,956 99	10,601 56	30,098 80	28,611 80	166,138 32	109,788 35	204,194 11	149,001 71	68,064 70	49,667 24
March.....	10,677 08	15,029 71	31,224 16	31,729 53	218,836 91	214,094 06	269,738 15	260,853 30	86,912 72	86,951 10
April.....	11,792 56	15,106 52	35,200 34	29,180 65	228,729 40	261,751 37	275,722 30	306,038 54	91,907 43	102,012 85
May.....	12,022 74	14,952 17	41,269 89	32,952 03	258,685 07	281,342 28	311,357 70	329,246 48	103,985 90	109,748 83
June.....	11,988 33	14,949 04	37,600 41	35,870 63	245,173 14	284,394 58	294,761 88	333,214 25	98,253 96	111,738 08
July.....	18,935 17	19,905 32	34,583 01	29,074 03	210,414 10	132,203 55	263,332 28	181,182 90	87,977 43	60,394 30
August.....	17,500 30	20,104 36	37,339 10	30,498 34	280,408 63	265,769 04	335,338 63	316,371 74	111,779 34	105,457 25
September.....	17,747 57	17,811 44	40,569 20	29,885 63	292,723 49	341,724 02	351,040 26	389,421 09	117,013 42	129,807 03
October.....	15,727 32	17,403 07	28,007 38	33,938 79	303,911 23	362,867 72	347,645 93	414,209 58	115,881 98	138,069 86
November.....	12,885 39	12,889 87	20,868 92	31,034 83	241,975 77	278,208 73	275,750 08	322,133 43	91,910 03	107,377 81
December.....	15,530 27	15,201 39	20,142 16	22,034 99	272,306 11	251,025 59	307,378 54	288,261 97	102,659 51	96,087 32
TOTALS.....	\$161,647 09	\$183,158 83	\$384,275 53	\$350,167 57	\$2,904,988 27	\$2,842,975 07	\$3,450,910 89	\$3,385,301 47	\$1,150,303 63	\$1,128,433 83

STATEMENT C.

COMPARATIVE STATEMENTS OF COAL TONNAGE

ON LEHIGH AND SUSQUEHANNA RAILROAD.

	1873—Tons.	1874—Tons.
From Wyoming region,	1,812,021	1,519,828
From Upper Lehigh region,	200,381	221,192
From Hazleton region,	207,723	233,194
From Beaver Meadow region,	346,752	422,788
From Mahanoy region,		3,340
From Lehigh (L. C. & N. Co.'s lands),	522,821	571,945
	<u>3,089,698</u>	<u>2,972,287</u>
Showing decrease compared with 1873, of		117,411

DISTRIBUTED AS FOLLOWS:

	1873—Tons.	1874—Tons.
Delivered to connecting R. R. east of Mauch Chunk,	1,804,513	1,731,501
Delivered along the line below Mauch Chunk,	154,598	129,916
Delivered to Lehigh Canal at Coalport,	614,177	660,015
Delivered to Lehigh Canal at Hazardville,	53,583	66,659
Delivered along the line above Mauch Chunk,	17,930	37,272
Delivered to connecting railroads above Mauch Chunk,	251,268	155,843
Delivered to Lehigh Valley R. R. at Packerton,	25,054	30,095
Coal for Company's use,	168,575	160,986
	<u>3,089,698</u>	<u>2,972,287</u>
Delivered by rail below Mauch Chunk in 1874,	1,958,233	
Delivered by rail below Mauch Chunk in 1873,	2,062,880	
Decrease,	104,647	

ON LEHIGH CANAL.

	1873—Tons.	1874—Tons.
From Wyoming region,	118,542	147,889
From Upper Lehigh region,	29,907	33,530
From Hazleton region,	199,891	226,888
From Beaver Meadow region, <i>via</i> Nesq. V. R. R.,	77,941	105,324
From Beaver Meadow region, <i>via</i> L. V. R. R.,	53,594	55,337
From Mahanoy region,	20,891	40,728
From Lehigh region (L. C. & N. Co.'s lands),	235,486	183,087
	<u>736,252</u>	<u>792,783</u>
Showing an increase of		56,531

DISTRIBUTED AS FOLLOWS:

	1873—Tons.	1874—Tons.
Consumed on line of Lehigh Canal,	81,332	84,162
Passed to Morris Canal,	30,738	41,980
Consumed on Delaware Division Canal,	39,424	27,032
Passed to Delaware and Raritan Canal,	271,750	224,440
Passed through to Bristol,	313,008	415,169
	<u>736,252</u>	<u>792,783</u>

S T A T E M E N T D.

COMPARATIVE RECEIPTS AND SHIPMENTS OF COAL OVER THE LEHIGH AND SUSQUEHANNA R. R. AND LEHIGH CANALS FOR YEARS 1870, 1871, 1872, 1873, 1874.

<i>Received from</i>	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.
Wyoming region,	1,247,809	1,297,561	1,497,304	1,812,021	1,519,828
Upper Lehigh region,	157,532	111,758	205,018	200,381	221,193
Hazleton region,	319,324	217,117	241,701	207,723	233,003
Beaver Meadow region, <i>via</i> Nesq. V. R. R.,		83,665	168,094	346,752	420,871
Beaver Meadow region, <i>via</i> L. V. R. R.,	146,331	71,727	109,737	53,594	57,983
Mahanoy region,	3,199	6,551	13,336	20,891	44,013
Lehigh region, L. C. & N. Co.'s lands,	269,036	486,827	549,115	523,071	571,945
Sundry shippers,	31	2,572	8,400	11,847	2,651
TOTAL,	2,143,162	2,277,778	2,792,705	3,176,280	3,071,487
<i>Delivered to</i>					
Connecting roads east of Mauch Chunk,	886,893	1,109,822	1,422,803	1,792,969	1,731,501
By Canal east of Mauch Chunk,	789,111	740,733	767,094	736,252	792,783
Consumed on line of railroad below Mauch Chunk,	298,157	165,319	170,134	165,411	129,916
Consumed on line of railroad above Mauch Chunk,	2,919	21,547	10,983	17,930	37,272
To connecting roads above Mauch Chunk,	184,266	105,225	232,104	251,998	155,843
To Lehigh Valley Railroad at Packerton,	25,310	29,866	15,801	25,054	30,095
Coal for Company's use,	46,506	105,266	144,171	168,575	160,986
Increased stock at Hazardville,			29,615	18,091	33,091
TOTAL,	2,143,162	2,277,778	2,792,705	3,176,280	3,071,487

STATEMENT E.
 PRODUCTION OF THE LEHIGH COAL & NAVIGATION CO.'S
 SUMMIT AND ROOM RUN MINES.

MONTHS.	Mined by Company in 1872.	Mined by Company in 1873.	Mined by Lessees in 1874.
January,	17,373	28,453
February,	28,912	30,477	840
March,	46,028	37,585	33,399
April,	56,941	47,332	69,784
May,	65,348	54,765	76,480
June,	60,086	52,639	47,243
July,	58,391	56,118	72,464
August,	62,506	60,791	42,946
September,	59,692	61,551	70,321
October,	55,454	37,306	59,838
November,	37,768	18,603	54,459
December,	18,225	40,003	44,696
TOTAL,	566,724	525,623	572,470
SIZES.			
Lump,	164,797	135,654	104,087
Broken,	128,613	111,182	120,521
Egg,	52,410	52,463	67,290
Stove,	75,512	87,999	105,077
Chestnut,	107,298	85,412	107,309
Pea,	33,189	46,601	51,519
Buckwheat,	4,905	6,312	16,667
TOTAL,	566,724	525,623	572,470

S T A T E M E N T F.

SUMMARY OF FREIGHT TRANSPORTED OVER THE LEHIGH AND DELAWARE DIVISION CANALS
DURING THE YEAR 1874.

ARTICLES.	ASCENDING.		DESCENDING.		TOTAL.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Coal,	4,170		793,155	12	797,325	12
Iron and other ores,	42,444		3,783	02	46,227	02
Limestone, paving, and building stone,	19,403	13	73,341	03	92,744	16
Slate, earth, and sand,	26,322	15	6,851	13	33,174	08
Plaster,	1,749		110	10	1,859	10
Manure and guano,	8,547	15	467	12	9,015	07
Hay and straw,	494	07	50	13	545	
Fish, meat, and other provisions,	19	02			19	02
Lumber, logs, lath, and shingles,	4,605	15	33,204	07	37,810	02
Hoop-poles, staves, and cord wood,	2,126	15	2,755		4,881	15
Vegetables and fruit,	458	17	6	01	464	18
Grain, seed, flour, and feed,	583	10	264	11	848	01
Beer, porter, and cider,	117	02		06	117	08
Groceries, oils, and liquors,	283	06	1	07	284	13
Furniture and household goods,	30	18	11	11	42	09
Brick,	2,645	19	403	06	3,049	05
Lime and cement,	498	17	10,287	07	10,786	04
Grindstones,	134	09			134	09
Machinery,	67	12	435	03	503	15
Bar and rolled iron, pig iron,	674	17	10,658	06	11,333	03
Hardware, dry goods, and drugs,	241	01	4	08	245	09
Salt,	810	11			810	11
Merchandise,	538	05	168	01	706	06
	116,968	06	935,960	19	1,052,929	05

